

Claims

1. Crank assembly comprising: an axle, said axle comprising at least at one end thereof an engagement section, said engagement section comprising a central bore with a first inner threaded section, said assembly further comprising a crank arm with an opening, where said engagement section is at least partially received in said opening, said assembly further comprising a bolt with a first outer threaded section, said bolt being engaged with said first inner threaded section of said engaged section, said bolt further comprising a first tool-engaging hole, said assembly further comprising a stop element inserted in said opening, said stop element comprising a second outer threaded section and a second tool-engaging hole, where said opening comprises an second inner threaded section engaged with said second outer threaded section, and where said second tool engaging hole has a diameter larger than said first tool-engaging hole, and where said first tool-engaging hole is accessible from an axial direction through said second tool-engaging hole.
2. Crank assembly according to claim 1, where said first and second tool-engaging holes are shaped as multi-sided holes of hexagonal cross-section.
3. Crank assembly according to claim 1, where said bolt comprises a first and second end, where said first end is configured as a flange.
4. Crank assembly according to claim 3, where said stop element comprises a recess, in which said flange is at least partially received.

5. Crank assembly according to claim 1, where said stop element has the shape of a disc.
6. Crank assembly according to claim 1, where a friction-reducing separation element is provided between said bolt and said stop element.
7. Crank assembly according to claim 1, where said opening comprises a connection section, said connection section comprising a number of longitudinal webs defining grooves between them on the inside.
8. Crank assembly according to claim 7, where at the end of said connection section the ends of the webs form upper edges, said assembly further comprising a washer element received in said opening and abutting against said edges.
9. Crank arm assembly comprising a crank arm, said crank arm comprising an opening for fixing an axle thereto, a bolt which can be inserted into said opening, said bolt comprising a first outer threaded section and a first tool-engaging hole, a stop element comprising a second outer threaded section and a second tool-engaging hole, where said opening comprises a second inner threaded section engageable with said second outer threaded section, and where said second tool-engaging hole has a diameter larger than said first tool-engaging hole, and where said first tool-engaging hole is accessible from an axial direction through said second tool-engaging hole.

10. Method for dismounting a crank arm from an axle, including the steps of

- a. providing a crank assembly comprising an axle, said axle comprising at both ends thereof an engagement section, said engagement section comprising a central bore with a first inner threaded section, said assembly further comprising a crank arm with an opening, where said engagement section is at least partially received in said opening, said assembly further comprising a bolt with a first outer threaded section, said bolt being engaged with said first inner threaded section, said bolt further comprising a first tool-engaging hole, said assembly further comprising a stop element inserted in said opening, said stop element comprising a second outer threaded section and a second tool-engaging hole, where said opening comprises a second inner threaded section engaged with said second outer threaded section, and where said second tool-engaging hole has a diameter larger than said first tool-engaging hole, and where said first tool-engaging hole is accessible from an axial direction through said second tool-engaging hole;
- b. inserting a first tool of a first diameter through the second tool-engaging hole into the first tool-engaging hole;
- c. turning said first tool to unscrew said bolt from said engagement section, thereby pushing said engagement section out of said opening in an axial direction;
- d. extracting said first tool from said first and second tool-engaging hole.

11. Method for dismounting a crank arm from an axle, including the steps of

- a. providing a crank assembly comprising an axle, said axle comprising at both ends thereof an engagement section, said engagement section comprising a central bore

with a first inner threaded section, said assembly further comprising a crank arm with an opening, where said engagement section is at least partially received in said opening, said assembly further comprising a bolt with a first outer threaded section, said bolt being engaged with said first inner threaded section, said bolt further comprising a first tool-engaging hole, said assembly further comprising a stop element inserted in said opening, said stop element comprising a second outer threaded section and a second tool-engaging hole, where said opening comprises a second inner threaded section engaged with said second outer threaded section, and where said second tool-engaging hole has a diameter larger than said first tool-engaging hole, and where said first tool-engaging hole is accessible from an axial direction through said second tool-engaging hole;

- b. inserting a first tool of a first diameter through the second tool-engaging hole into the first tool-engaging hole;
- c. turning said first tool to unscrew said bolt from said engagement section, thereby pushing said engagement section out of said opening in an axial direction;
- d. extracting said first tool from said first and second tool-engaging hole;
- e. inserting a second tool of a second diameter into the second tool-engaging hole, said second diameter being larger than said first diameter, and turning said second tool to unscrew said stop element from said opening.